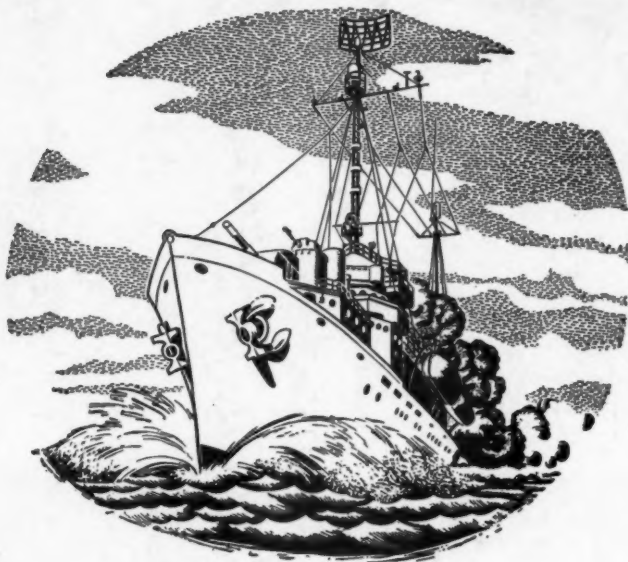


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U.S. COAST GUARD



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AUGUST 1951

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U.S. COAST GUARD BULLETIN...



Washington, D. C.—August 1951

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\$10,000 Insurance for Servicemen

COAST GUARD personnel both Regular and Reserve will be automatically covered for \$10,000 at death in service according to the Servicemen's Indemnity and Insurance Acts of 1951, designated as Public Law 28, Eighty-second Congress.

Provisions of the law are retroactive to 27 June 1950, thereby covering persons in the armed services since the beginning of the Korean conflict.

Indemnity is payable only to surviving spouse, child or children, parent, brother, or sister and in that order providing no designation is made. Should the serviceman wish, he may, however, name any one or more beneficiaries in any order within the mentioned group.

The \$10,000 indemnity is payable in 120 equal installments of \$92.90 per month.

For those Reservists ordered to extended active duty for a period exceeding 30 days, the indemnity protection continues for 120 days after separation from service.

The law also provides for the granting of a special type of nonparticipating insurance under certain conditions to persons released from active service and who are found to be suffering from service-connected disabilities for which compensation would be payable if 10 percent or more in degree.

For those who were ordered into active service for a period of more than 30 days and who were not disabled in service, the law provides for the granting

of nonparticipating insurance on the 5-year level premium term plan, with renewal privileges. The veteran must apply for this insurance within 120 days after separation from active service. No medical examination is required.

Any person otherwise eligible, who was in active service on or after 27 June 1950 and was discharged prior to the enactment of the new law is eligible to apply for this nonparticipating insurance within 120 days from the date of his discharge.

MAY NOT BE CONVERTED

This nonparticipating insurance may not be converted to any other plan, but may be renewed as term insurance every 5 years after issue.

With certain exceptions the law ends the issuance of new insurance under United States Government Life Insurance (USGLI) which originated in World War I, and under National Service Life Insurance (NSLI) which originated just prior to the United States entry into World War II.

Term policies under USGLI and NSLI that are in a state of lapse (as distinguished from expiration) may be reinstated on or before but not after, their term period has expired. Also, permanent plan policies, in a state of lapse, may be reinstated at any time, upon meeting the reinstatement requirements.

Persons in active service may surrender their NSLI or USGLI permanent policies in force for a year or more for

the cash surrender value. Then within 120 days after separation from service, they may apply without a physical examination to the Veterans' Administration in writing for a permanent type insurance on the same plan not in excess of the amount surrendered. Or they may reinstate the surrendered insurance by payment of the required reserve and the current premium.

NEW TERM POLICIES ALLOWED

Those who hold 5-year level premium USGLI or NSLI term policies which the term period expires while they are in active service may apply within 120 days after separation from the service for an equivalent amount of term insurance. This insurance will be granted upon payment of the premium at the then attained age rate and upon evidence of good health.

Persons in active service for more than 31 days and who are insured under USGLI or NSLI may apply for a waiver of all premiums on the 5-year level premium term plan or of that portion of permanent insurance premiums representing the cost of pure insurance risk.

These waivers will apply for the remainder of the continuous active service of the insured and for 120 days thereafter. During the period of waiver, any term insurance that expires while the insured is in active service will be automatically renewed for an additional 5-year period.

Capt. Leon H. Morine Assumes Duties As New CPI

Capt. Leon H. Morine, USCG new Chief, Public Information Division, at Headquarters has assumed his new duties succeeding Capt. Samuel F. Gray, USCG, now COTP, Los Angeles.

Born and educated at McPherson, Kans., Captain Morine entered the Coast Guard Academy as a cadet in 1925. Graduated and commissioned an ensign in 1928, he became a lieutenant in 1932, a lieutenant commander in 1941, a com-

mander in 1942 and a captain 25 March, 1945.

His early assignments were aboard the cutter *Tampa*, DD *Cummings*, and cutter *Seminole*.

Following a 5-year period of shore duty which included assignments as CO of the Small Arms Firing Detachment, St. Petersburg; team captain of the Coast Guard Rifle and Pistol Team and winter duty at the Coast Guard yard, Captain Morine was assigned in 1937 to the cutter *Mohawk* first as "exec", then as CO.

Two years later he was transferred to the First Coast Guard District where his duties were director of the Auxiliary and then Personnel Officer until 1942. Then ensued a year's duty as staff officer, Commander Eastern Sea Frontier, where he was in charge of small boats used for antisubmarine patrol.

From 1943 until 1945, Captain Morine was executive officer of the APA *Cavalier* and as such took part in the initial assaults on Saipan, Tinian, Leyte Gulf, Lingayen Gulf, and a secondary assault on Subic Bay where in 1945 the *Cavalier* took a torpedo.

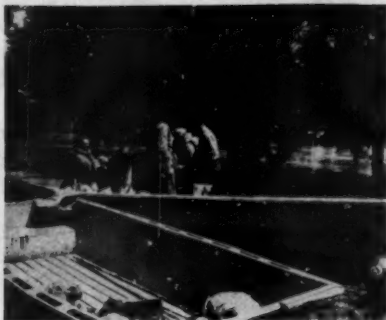
He then was assigned to Headquarters for a short time as Chief, Military Morale Division, which was followed by an assignment in August, 1945, as Chief of Staff of the Ninth Coast Guard District.

He is a member of the Naval Institute and Coast Guard Academy Alumni Association, and an honorary member of the International Shipmasters Association.

Attend Lifeboat Conference

Capt. S. H. Evans, USCG Chief, Shore Units Division, and Commander R. T. Alexander, USCG Chief, Testing and Development Division, at Headquarters were the United States delegates to the Sixth International Life-Boat Conference held at Ostend, Belgium, 23-25 July, where they gave talks to the assemblage concerning "A New 40-foot Utility Boat" and "Plastic Lifeboats".

Lt. Comdr. J. A. Cornish of the Coast Guard Air Station at Floyd Bennett Field read a paper on "Helicopters".



FLOOD RELIEF OPERATIONS—Coast Guard photos of activities of the service during the recent disaster in Kansas. Top photos: St. Louis district personnel unloading 13-foot punts at Forbes Air Force Base, Topeka, and stowing life jackets in relief plane. Lower photos: Flooded freight yard, and residents being evacuated from the Manhattan vicinity. Here the Coast Guard rescued some 18 persons.

1951 Sets Light Ice Record

A TOTAL of only five icebergs were estimated to have drifted south of the Forty-eighth parallel during the 1951 ice patrol operation. This is described as "unprecedented" in the general operational report of the 1951 season submitted to Headquarters by Capt. G. Van A. Graves, USCG, Commander International Ice Patrol. Moreover, the report stated that just three bergs drifted south of 47°00' N. and "none were observed to cross south of latitude 46°00' N."

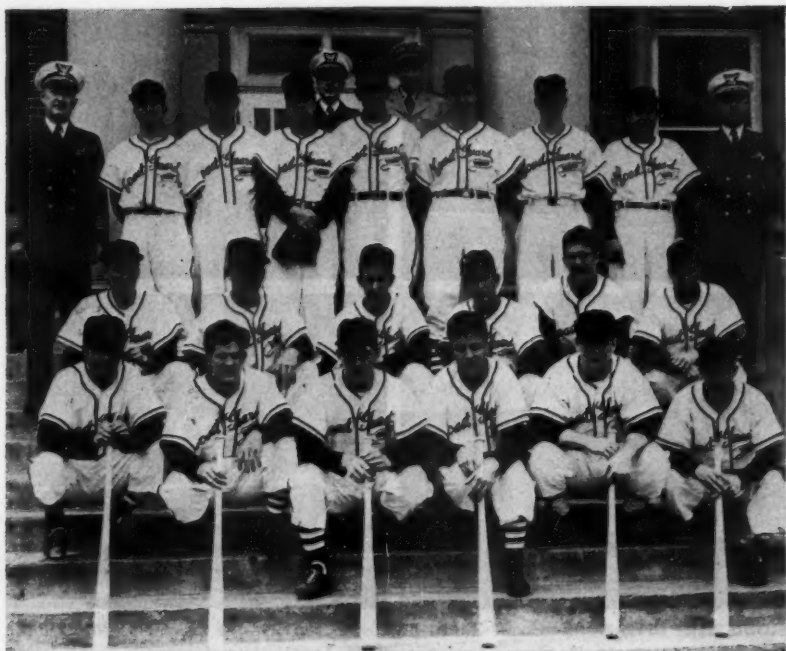
Another feature of the season was the early end of field ice due chiefly to adverse easterly gales.

This unusually light ice year found the patrol lasting only until the middle of May after commencing 6 February with

a preliminary search of patrol areas by the Coast Guard Air Detachment at Argentina.

The 5 berg feature of the patrol when compared with the 50-year average of 433 bergs is difficult of explanation. However, the report believed abnormally high temperatures of the 1950-51 winter in the sub-Arctic and Baffin Bay area and the apparent local origin of the observed field ice rather than the usual Arctic formations were causes for the low count.

While only two bergs were spotted south of latitude 48°00' N. in 1941 and 1942, it is thought that reduced scope of the patrol and aerial ice observation during those years left actual bergs unaccounted for.



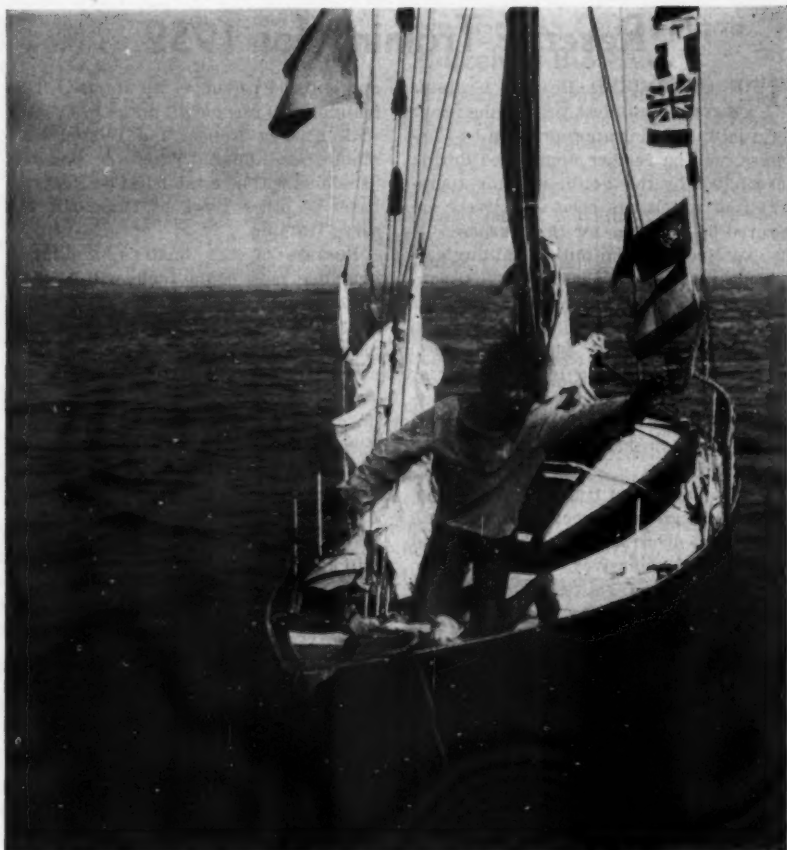
"YARD" TEAM CHALKS UP 17 WINS—Seventeen wins out of 23 games played is the accounting of the Coast Guard yard baseball team at Curtis Bay. A member of a local league, the team is managed by Pay Clerk A. Z. Shows who finds professional, semiprofessional, and college ball players among his talent. Newall Valentine, SN, one time Brooklyn Dodger player, is the yard's leading pitcher. Crews of vessels in for repairs, match their skill with the players. Capt. Charles W. Dean, USCG, yard commanding officer and his "Exec" Capt. Gaines A. Tyler, USCG, are standing in the third row while in the background are Commander Elmer E. Comstock and Chief Machinist Nathan O'Neal.

By the middle of March thorough aerial searches turned a "suspicion" of a light season into a substantial indication when they revealed that no field ice of any description was in the area south of latitude 50°00' N. As the result, the two ice patrol cutters, the *Acushnet* and the *Androscoggin* were given extended stand-by duty.

In the first week of April a search north of the usual areas disclosed but six bergs and several growlers. It was then that all doubt of the 1951 season being recorded "as the lightest since the inception of the International Ice Patrol" were removed.

The *Evergreen* conducted the usual oceanographic program and made three surveys. According to the report a total of 29,808 miles were cruised and 600,790 square miles were searched. Approximate cost of the ice patrol for the 1951 seasons was given at \$100,000 as compared to about \$300,000 in 1950.

A record tonnage is now moving on the Tennessee River—traffic for the first 5 months of 1951 totaled 530,000 tons which was 6 percent over that of a year ago and 5 percent over 1949, the previous record year.



END OF AN ODYSSEY—Lt. Clyde Deal, USCGR, and his 33-foot sloop *Ran*.

Reservist Crosses Ocean In 33 Foot Sloop

The afternoon of Saturday, June 23, when the double-ended, 33-foot sloop *Ran* entered New York Harbor, it marked fulfillment of a Coast Guard Reserve officer's life dream to transit the Atlantic alone.

He was Lt. Clyde Deal (R), who had sailed 4,400 miles from the Canary Islands.

A graduate of the University of California and a member of Coast Guard Auxiliary Flotilla 311, Red Bank, N. J., the 37-year-old adventurer entered the

Coast Guard early during World War II. Serving in the Pacific, and ascending in rank to lieutenant, he saved about \$5,000. On demobilization he went to Norway where he purchased his craft in the port of Mandal.

For awhile, Lieutenant Deal sailed casually from one European port to another, arriving in the Canary Islands during late February. He departed during the afternoon of April 29, with his wooly dog, Tenerife. The craft had no radio or power. Fifty-four days later, in New York, he met a welcoming Coast Guard Auxiliary fleet and public acclaim.

Reserve Training for 1952

THE ORGANIZED Reserve Training Program begun last year as the result of a million-dollar appropriation by Congress, will be further augmented during fiscal 1952 by the 2-million-dollar appropriation which has been tentatively approved by Congress for that purpose. It is expected that the initial training provided by the establishment of 35 Organized Reserve Training Units in Port Security (ORTUPS) will be continued to train a total of 323 officers and 1,980 enlisted men. Six new training units at Hyannis, Mass., Cincinnati, Ohio, Charleston, S. C., Savannah, Ga., Milwaukee, Wis., and Spokane, Wash., will be established.

The same type of training is to be continued though with greater emphasis being placed upon the proper handling and stowage of explosives, fire prevention, safety and fire fighting, together with other high specialized Port Security responsibilities.

VESSEL AUGMENTATION—NEW

A new aspect in Organized Reserve Training this year is the establishment of Vessel Augmentation program (ORTUAG) whereby eight units will provide intensive training in the highly specialized duties of Antisubmarine Warfare and CIC duties. Some 56 officers and 160 enlisted personnel are expected to be trained at Boston, St. Louis, New York, Washington, Chicago, Los Angeles, and Seattle. Drill on an organized basis will be at least once a week with the training to a large extent conducted at USNR training centers. Concentration will be placed on rate training for enlisted personnel required to stand watch when assigned to duty for either ASW or CIC.

AVIATION GETS EMPHASIS

The Aviation Branch of the service will receive special attention during the 1952 training program when emphasis will be made to train technically trained officer

and enlisted personnel for its use. This training will include all duties associated with Air-Sea Rescue and related communications duty. Wherever possible, personnel will be established on the same basis as other types of Organized Reserve training.

Because of the small appropriation available, most of the funds will be spent for organized training in the three major categories of ports security, vessel augmentation, and air-sea rescue. A limited amount of training in the Volunteer Reserve through 2-week period of active duty will be provided. The plan of a 2-week period of active duty will be provided. The plan of a 2 week Indoctrination School program of subjects such as fire fighting, radiological, and chemical warfare, communications, and aviation will also be provided for especially qualified officers and men associated with either the Organized or Volunteer Reserve. However, this type of training will receive less emphasis than it did in 1951.

Selective Service training and liaison for certain officers of each Coast Guard district will continue on an Organized Reserve basis in cooperation with the other Armed Forces and under the direction of the Selective Service System.

VOLUNTEER UNITS CONTINUE

Volunteer training units of which there are approximately 65 at the present time, will continue their instruction programs for both general duty and specialized officers in various categories such as Law Finance and Supply, intelligence, engineering, and the like. Because of limited assistance to these units in the matter of instruction and guidance material, these units must to a large extent formulate their own training programs but with the approval of the district commanders.

Correspondence course training from both the Coast Guard Institute and the Naval Correspondence Course Center will be extended and is expected to in-

clude many more officers and enlisted reservists in either the Organized or Volunteer Reserves.

8,200 IN RESERVE

As of the present, the total Coast Guard Reserve includes approximately 8,200 of whom about 680—550 officers and 130 enlisted—are on active duty, the balance being in the various components of the Inactive Reserve.

Total reserve strength includes roughly 4,450 officers, of which about 200 are SPARS and 3,750 enlisted personnel of which about 100 are SPARS.

Of the 7,250 persons carried in the Inactive Reserve, 2,250 are associated in the Organized Reserve, 2,100 in the Volunteer Reserve and about 3,170 in an unassigned status pursuing no training duty at all.

According to a recently inaugurated policy, about 150 of these have been transferred to date to the inactive status list which indicates either a physical disability or lack of interest in the Reserve program.

Prepublication Offer of \$3.75 for World War II History

The publication date of the official history of the Coast Guard in World War II has been moved up to November from a later date reported in the June BULLETIN.

Containing 662 pages, the illustrated history is to be printed by the United States Naval Institute of Annapolis. A prepublication offer of the history for \$3.75 will be circulated in the form of a four-page brochure to all members of the Coast Guard League, the Coast Guard Reserve, and the Coast Guard Auxiliary. Following publication date the volume will cost \$6.50 to all.

Should anyone miss receiving such a brochure then a letter and check to the Naval Institute will reserve a copy for him. Some 3,500 copies of the history are planned to be printed.

The Illinois Waterway is 327 miles long, has seven locks, and handles some 13,000,000 tons of cargo annually.

Oswego LBS Officer Made "Citizen of the Week"

Kenneth T. Outten, BMC, USCG, and officer in charge of the Oswego Lifeboat Station in the Ninth Coast Guard District was honored recently by the Post-Standard newspaper of Syracuse, N. Y., when it named him the "Citizen of the Week."

Chief Outten earned this recognition through full participation in civic affairs of Oswego by both himself and his family. Though only a resident of that community since March of 1948, still he has become an "Oswegonian years before a non-resident usually is officially recognized as one," according to the newspaper story. Among other activities he is an adviser for the Sea Scouts of the Pontiac District, Oswego County Council, with one of his two sons already a Sea Scout.



CHIEF KEN. OUTTEN

After reviewing the Coast Guard career of Chief Outten, the story concluded: "Ken is a great leader—his crew is a good example of his work with men. They are always ready to go on a mission of mercy at the first notice and work hard to save a life or find a submerged car or boat. The light of the harbor entrance keeps beckoning in safely all vessels throughout the navigation season, a faithful symbol of the trust placed in Ken Outten by his country, his men and friends."

As a sequel to this story Chief Outten and his men were praised in an article

written by May Orrell, appearing in the July issue of *Yachting*, who described a cruise in a 46-foot cruiser to Lake Superior from Chesapeake Bay. Describing that part of the trip near Oswego, she writes: "On Sunday we locked through the last locks on the Oswego, and tied up just below the last one, until after lunch. A lobster dinner was worth a trip ashore. Later, we moved to the Coast Guard station on the invitation of Chief Bosun Outten, who was cordiality itself, and who kindly got our mail for us, as we wanted to make an early start across the lake the next morning."

Rear Adm. H. S. Shepherd Lauds New Luxury Liner

Upon the occasion of the "flotation" at Newport News on June 23, of the U. S. S. *United States*, \$70,000,000, 990-foot, luxury liner that will compete with the "Queen" ships, Rear Admiral Halert C. Shepherd, USCG, called the huge vessel, "The greatest, safest ship in the world, a ship which will be a monument to our leaders in the field of ship safety, design, and marine engineering."

"She will," he added, "be fireproof to an unbelievable degree, being constructed entirely of incombustible material. She will have no need to depend on fire-extinguishing equipment to prevent a holocaust."

The liner, built to serve both as a peacetime passenger carrier and a wartime troopship, is the largest ship ever to be built in a drydock. No shipyard was large enough to accommodate her.

Slightly smaller than both the *Queen Elizabeth* and *Queen Mary*, instead of their 80,000-ton displacement she figures to about 51,500 tons. She is able to carry a considerable amount of premium cargo.

Her passenger capacity is 2,000 plus a crew of 1,000 to service and man the ship. It is believed that she will be able to carry 14,000 troops or near division strength. She is able to steam 10,000 miles without refueling which adds to her value as a potential troop transport.

Equipped with four screws, her speed is officially 30 knots but it is believed she will do better than the 32 knots of the Queen ships. Her beam is 101 feet, 6 inches, or adequate to traverse the Panama Canal. Not a piece of wood is in her construction. The only inflammable material aboard is the bedding, otherwise all materials are of metal.

CDR. Richard D. Schmidtman Receives Cmd't Commendation

Commander Richard D. Schmidtman, USCG, now commanding officer of the Coast Guard cutter *Coos Bay* has been commended by the Commandant for "Meritorious performance of duty as Secretary of the Ship Structure Committee and Subcommittee from September 1946 to 22 May 1951." The commendation authorized Commander Schmidtman to wear the Coast Guard Commendation Ribbon.

The committee was formed to study why several all-welded ships broke up and to suggest corrective measures. From the study of the committee, and the Board that preceded it, have come several revolutionary ship building principles as well as revisions of previous concepts of welded ship construction.

A recent Personnel Circular, No. 20-51, states that applications are desired from officers with 10 or more years of service remaining for duty in Merchant Marine Inspection. The program of procurement contemplates a 12-week indoctrination course at the Coast Guard Academy previous to assignment to such duty. According to present schedules classes will be held in early September and December.

All applications should be forwarded now to Commandant (PTP) indicating a preference for one or the other classes.

The July issue of the *Kiwanis Magazine* published by that national service club has a picture of Pemaquid Lighthouse on its cover. Thus the summer season continues to suggest lighthouses as cover material for national magazines.



FIRST NAVY "DE" FOR OCEAN STATION DUTY—The Coast Guard cutter *Koiner* formerly the U.S.S. *Koiner* being commissioned at ceremonies held at the Naval Station, Green Cove Springs, Fla., on 20 June. She is 1 of 91 ships reactivated at the fleet base since the outbreak of hostilities in Korea, and 1 of 6 DE's to be taken over by the Coast Guard.

Coast Guard Receives Two of Six Navy "DEs"

On 20 June the first two of six ships to be removed from the Florida Group, Atlantic Reserve Fleet, for services with the Coast Guard as Ocean Station Vessels were commissioned at the Green Cove Springs Naval Station.

In the ceremony, the U. S. S. *Koiner*, DE 331, became the C. G. C. *Koiner*, WDE 431, and the U. S. S. *Forster*, DE 334, became the C. G. C. *Forster*, WDE 434, when they were commissioned by Capt. Chauncey Moore, USN, Commander Florida Group.

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The *Koiner* is commanded by Commander Frank Helmer, USCG; the *Forster* by Commander Charles Masters, USCG.

During the ceremony for the *Koiner*, the first ship recommissioned, Commander Helmer read a message from Vice Adm. Merlin O'Neill, Commandant of the Coast Guard, as follows:

"As the *Koiner* goes into commission, I wish to send my personal greetings to the officers and men who will now have the responsibility for the operation of the vessel as a unit of the Coast Guard.

"This responsibility falls to your lot during a period of national emergency—



HONOR GRADUATE AT PMG SCHOOL—Lt. Comdr. Augustus Pollack (center), U. S. Coast Guard, is shown receiving a certificate of graduation from the Army's Provost Marshal General's School, Camp Gordon, Ga. Lieutenant Commander Pollack was selected as the honor graduate of the Military Police Officer Associate Basic Course after making the highest grades of the 26 members enrolled in the 14-week course. Twenty-one Coast Guard officers were included in this particular class. Presenting the certificate is Lt. Comdr. Emmett P. O'Hara, Company G, USCG, Training Detachment, stationed at the PMG Center, Camp Gordon. Lt. Col. John N. Howell, assistant commandant, the PMG School, looks on.

when the mission of the *Koiner* fits into the pattern of national defense. Each member of your command will have a share in the record of service of the *Koiner*, and I am confident their performance of duty will at all times reflect the high standards and traditions of the Coast Guard.

"Godspeed and best wishes for good sailing and good luck, and may a 'Well Done' and a happy ship always be synonymous with *Koiner*."

Commander Masters read a similar message from the Commandant during the commissioning of his ship.

Both ships are veterans of the Atlantic and Pacific campaigns, and are named for men killed in naval engagements in the Solomon Islands area during the latter part of 1942.

In connection with the reactivation of these ships and others slated for the Coast Guard service, a Coast Guard Reactivation Detachment has been set up in the Florida Group, consisting of 5 officers and 13 men under command of Commander Glenn Rollins, USCG.

It is expected that all six of the selected ships for Coast Guard Ocean Station duty will have been transferred by about the end of August.



COAST GUARD WINNERS—Taking two out of three in competition with Navy men on a recent "Blind Date" telecast show, here (left to right) Richard Conway, GS2 of the cutter *Rockaway*, Quentin Eli, cutter *Mackinac* and Bob Randall, Navy QM2, the lucky men are enjoying their reward—a night at the Copacabana, New York, night spot.

Lighthouse on the Block

The Jeffrey's Hook Lighthouse situated in Fort Washington Park under the Manhattan side of George Washington Bridge has been given to the City of New York by the Coast Guard.

Declared to be of no further use for the service, the small structure built in 1921 has been without a light for the past several years. From 1889 and until then a light was there to guide Hudson River mariners from the shoals of Jeffrey's Hook. Now navigational lights on the great bridge perform that service.

In recent years the small park where the lighthouse is located has been a favorite spot for children at play and artists painting the river scene.

Coast Guard Participates In Joint Fire School

The Coast Guard has participated in a joint fire school with State and Federal governmental agencies, private oil producers, and with the Coast Guard Auxiliary, Division II at Portland, Oreg., to teach all who "work around powerboats" to learn the techniques of fire fighting but more importantly, fire prevention.

According to The Veteran, a monthly publication devoted to local Auxiliary and Coast Guard League news, the first class held at the end of March was well attended. Classes were held at the Coast Guard base where lectures and movies provided instruction. Practical demonstrations were then conducted at the Government locks. Saturday evenings were chosen for meetings of the school.



High Honor for Commander Alexander W. Wuerker, USCG

Commendation Ribbon Awarded CDR A. W. Wuerker

On Friday, 13 July, Commander Alexander W. Wuerker, USCG, was awarded the Coast Guard Commendation Ribbon by Vice Adm. Merlin O'Neill at a ceremony at Headquarters. The citation reads as follows:

"For meritorious performance of duty from February 1950 to February 1951, as chairman of the Operational Policy Group, Air Traffic Control and Navigation Panel, Air Coordinating Committee. Upon its activation, the group was confronted with a technical problem of great complexity, and the task required coordination of a most difficult nature. Under the capable leadership of Commander Wuerker, the group reviewed and analyzed the

system in operation and made special field trips to ascertain the problems of the users of the air space. To determine the validity, reasonableness, and scale of accomplishment for the Group's recommendations, a successful demonstration was held at Wright-Patterson Air Force Base, under Commander Wuerker's able direction, using improvised equipments and extreme aircraft types from jets to transports. The final report of the group will be used as a guide for the implementation of the common civil-military air traffic control and navigation system within the United States, and will be the basis for the expenditure of millions of dollars. Commander Wuerker's ability, initiative, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

Operation "Sand-Bar"— 265 Mile Ark. River Trip

Leaving Fort Smith, Ark., in the early morning of 5 June with a flotilla of two small boats, the *Lady Grace III* and *Allegheny Belle*, Capt. Charles W. Thomas, Commander of the Second Coast Guard District, undertook a 265-mile trip down the Arkansas River to Pine Bluff, terminal of the voyage to arrive there 9 June.

Accompanying Captain Thomas on the trip designed to learn more about the characteristics of the river were Lt. Comdr. L. G. Haverland, Chief of Operations, Second District, "Capt." Donald T. Wright of St. Louis, editor of the *Waterways Journal*, and several civilian river experts. W. K. Nichols, S1, USCG, acted as photographer on the trip.

The expedition, dubbed "Operation Sandbar," traveled on an average of 55 miles a day during which numerous observations of the river's channels, tributaries and water conditions were made, with a view to future flood control operations.

Public Utterances Must Receive Hdqs. Clearance

"No speech, public statement or news-release pertaining to foreign or military policies shall be issued by any official of the Coast Guard unless or until proper clearance has been obtained." Such is the wording of a new Commandant's circular pertaining to the clearance of such utterances.

In order for clearance to be obtained it is necessary for any such material to be directed to the Commandant (CPI).

It is explained in the circular that the purpose is not "to curtail the flow of information to the public, but rather to insure that the information made public is accurate and fully in accord with the policies of the Government."

Great Lakes vessels moved 13,100,000 gross tons of iron ore in June to set a record for the month.

Summer Water Events Must Be Cleared With Districts

According to Federal Statute, all yacht clubs and boating organizations which plan to hold regattas or parades during the summer months on navigable waters must submit detailed plans to the proper Coast Guard District Office 15 days prior to the start of the event.

These regulations concerning regattas result from a hearing last September of the Merchant Marine Council calling for new safeguards affecting the organization of marine parades, pageants, and regattas.

Should the regatta or parade be of such a nature as to limit the use of navigable waters by others, then plans must be submitted at least 60 days before the event takes place. Plans must include: Name of event, number of boats participating, class of boats, estimated number of craft in spectator fleet, time and date of event, and waters on which event is to be held.

Must Obtain Permission To Leave the United States

With the advent of summer vacations, many Coast Guard Reservists are considering plans that will take them away from the continental United States. In order to leave the country it is necessary for them to follow the procedure outlined in article 1603 of Coast Guard Reserve Regulations.

That procedure is as follows:

"(1) Except as herein provided, reservists are required to obtain permission to leave the United States or its possessions.

"(2) District commanders are authorized to approve requests from reservists on inactive duty for permission to leave the United States or its possessions.

"(3) Reservists who are employed in the commercial airlines of the United States will not be required to obtain permission on each trip while following their profession in the commercial air service, but shall keep the district commander of the district to which attached,

advised of their employment and official residence.

"(4) Reservists on authorized leave of absence and while in civilian clothes are authorized to visit Canada or Mexico without obtaining specific permission for such visit."

Picket Boat To Patrol Lake Champlain This Summer

A 38-foot picket boat, the CG-38570, has been assigned to patrol Lake Champlain, N. Y., during the summer season it has been announced by the Third Coast Guard District.

The vessel departed June 26 from New York for the 325-mile trip up the Hudson to Burlington, Vt. Purpose of the assignment to last from July 1 through September 10 is to perform SAR, patrol marine regattas and parades, and carry out the law-enforcement duties of the service with especial attention to the program of boarding for enforcement of the motorboat laws. Crewmen are: BMC Roland E. Jean, Officer in Charge, Stanley Hand, E1, James A. McClure, SA, and John J. Watre, SA.

Legion of Merit Awarded To Capt. Howard C. Bridges

The President has awarded the Legion of Merit to Capt. Howard C. Bridges, USCG (Ret.), for exceptionally meritorious conduct in the performance of outstanding services. The citation reads:

"Captain Bridges (then commander), United States Coast Guard, performed exceptionally meritorious services as Senior Inspector, Matériel, New York District, from July 1942 to May 1945. As consultant for the War Department he rendered outstanding service in connection with the alteration, conversion, adaptation, and operation of various types of oceangoing vessels to meet special requirements for wartime services. Captain Bridges' technical skill and loyal devotion to duty contributed materially to the successful prosecution of the war."

New Port Security Units Are Established

The Coast Guard has moved Port Security operations onto Ellis Island, N. Y., and Fort Mason, Calif.

The Ellis Island activity which began on July 1 are in quarters formerly housing the Public Health hospital there and will be the second security unit in the New York City area, the other unit as administrative one already operating on Pier 9, East River and Cuylers Place. Obtained through a lease with the Bureau of Immigration and Naturalization, the new unit will perform operational functions such as accepting and screening applications for port security identification cards. Living quarters for some 400 Coast Guardsmen will be established soon in the new unit and part of the waterfront area will be used for mooring patrol craft.

After several months of planning the Coast Guard has moved into Fort Mason on 11 June, with 37 enlisted men and 1 officer, Lt. T. A. Banach, USCG, who will be commanding officer. This, too, is an operational Port Security unit.

Another unit expected to be opened by the end of July is at Philadelphia.

CG Exhibition To Be At Truxton-Decatur Museum

The Coast Guard is to have an exhibition in the new Truxton-Decatur Museum of the Naval Historical Foundation entitled, "U. S. Coast Guard In Action—1790 to Date," with the opening now set for 15 November. Following a recent one, "Naval Aviation in Review, 1911-51," "the exhibition will be of wide interest to all Coast Guard personnel and public alike.

Already paintings, prints, and other objects have been assembled by the Museum's director, Lt. Comdr. Edward M. Davis, III, USNR, and the Historical Section at Headquarters to depict the development and operations of the Service.

All exhibits at the museum, opened in



INDEPENDENCE DAY EXHIBITION—Center window of a four-window display in the Jordan Marsh store of Boston by the First District. The other window displays were of Coast Guard models of equipment and ships, and various photographic panels.

May 1950, are free of charge. Visiting hours are in the afternoons everyday except Monday. It is located at 1610 H Street NW., Washington, D. C.

The current naval aviation exhibit according to the catalog depicts "... the means by which aviation has been taken to sea and made an integral part of the naval operating forces. The central feature is the U. S. S. *Pennsylvania* with Eugene Ely making the first shipboard landing. The theme is developed with 131 photographs supplemented by paintings, instruments, and some 30 airplane models."

Cadet Practice Cruise Ends

Leaving New London on 4 June, the annual Coast Guard Academy cadet training cruise ended there on 11 August after visiting Portsmouth (England), Amsterdam, La Havre, Las Palmas (Canary Islands). Both the *Eagle* and the *Campbell* comprised the squadron.

According to the *Waterways Journal* there are now 1,500 towboats operating on the Intracoastal Waterway and the Mississippi River system.

Lt. Walter K. Handy (R) Is Elected Vice President, R. O. A.

Lt. Walter K. Handy, Jr., USCGR, 33, was elected vice president for Navy at the twenty-fifth annual convention of the Reserve Officer's Association of America held in Long Beach, Calif., last month.

Lieutenant Handy, the executive officer of the Organized Reserve Training Unit Port Security in Washington since its activation in January 1951, has been active in Reserve Officers Association work for several years. He holds a position in the Treasury Department under Assistant Secretary Edward F. Bartelt.

During World War II, Lieutenant Handy was assigned to the COTP Norfolk, where he served from June 8, 1942, until December 26, 1945. He is president of the Coast Guard Washington, D. C., Chapter of the Reserve Officers Association.

The United States Marines first landed in Korean territory, near Seoul, in 1871 to storm Fort Ch'ojjin on the Salee River. First encounter with the enemy was near Inch'on on the Han River.

Public Health Hospital

Notice has been given to the Commandant by the Surgeon General of the Public Health Service that on July 1, 1951, the historical name, United States Marine Hospitals, would thereafter be officially designated United States Public Health Service hospitals.

The text of the letter announcing this change is as follows:

"We feel that it is more appropriate for all of our hospitals to carry the name of the Federal organization that operates them—the Public Health Service. While merchant seamen and other service beneficiaries know and understand the mission of the Marine Hospitals, the public frequently associated them with the United States Marine Corps. Historically, the name marine hospital traces back over 150 years to the time when they cared for seafarers only. Since then Congress has added to the list of service beneficiaries and today over half of our patients come from groups other than seamen.

"The change will be one of name only. It will in no way alter the quality or quantity of our service, or the conditions under which our patients receive care. At the same time, it will be of great help to us from the standpoint of sound hospital management.

"It is felt by the United States Public Health Service that this clarification of nomenclature will resolve all confusion in the public mind."

Civies for Hull and Boiler Inspectors

Headquarters has clarified interpretation of Section 1-3 (f), Uniform Regulations, USN, 1947, as amended for Coast Guard use to mean that hull and boiler inspectors who are regularly engaged in field work may be authorized to wear civilian clothing while on duty. It was further stated that the same concept applies to shipping commissioners and screening details except that wearing of civilian clothes is mandatory for screen-

ing details when performance of duty is outside an office.

About the Districts . . .

First five enlisted men in the results of the advanced electronics training examination for the R. C. A. Institute according to Headquarters announcement made in July were: Donald R. Eaton, ET2; Russell W. Sessions, RM1; George R. Peck, ETC; Eugene L. Davis, ET2, and Edward W. Crawford, RM2.

CPCLK Harold W. Anderson, Eleventh Coast Guard District Headquarters, after three years of nighttime study, received his bachelor of laws degree recently.

When ADC James L. Riggs retired after more than 26 years of active service he was presented a skill saw by the officers and crew at the Coast Guard Air Station, Miami. Chief Riggs was in Coast Guard Aviation for 17 years serving for 14 of them as aviation pilot.

Three Coast Guardsmen, Merrill Casey, Haller Stahl, and Donald Gishan of the Eleventh District Headquarters recently shed their bell bottoms and long-collared jumpers to become chief yeomen.

Aids to Navigation Legislation

By virtue of legislation recently passed by the Congress and signed by the President, the Coast Guard now has authority to operate navigational aids in the Trust Territory of the Pacific Islands to serve the commerce of the United States.

The measure thus authorizes the service to establish, maintain, and operate aids to navigation in the Marianas, the Carolines, and the Marshalls. Inasmuch as the Coast Guard was already doing so to serve the needs of the Armed Forces of United States there is expected to be no large changes in regards to the administration and operation of this duty.

Stand with anybody that stands right . . .
Part with him when he goes wrong.

Abraham Lincoln

Life at C. G. Academy Principal Theme in Second Motion Picture

Republic Studios of Hollywood has secured Coast Guard cooperation for the filming of a full-length feature motion picture telling a story of the Coast Guard Academy. This follows close upon the release of the recent picture "The Fighting Coast Guard" made by the same studio.

Norman Reilly Raine, a writer well-known for his Saturday Evening Post sea stories, will write the story for the new picture. To gain authentic color and background he will accompany the Cadet Practice Squadron on a part of the 1951 cruise together with LCDR Robert C. Cannom, USCGR, Headquarters West Coast representative for the picture. During its production LCDR Cannom will act as liaison with the studio.

After approval of the story and script, much of the actual filming is planned for the 1952 Cadet Cruise with release of the movie tentatively scheduled for the late fall of 1952.

Receive Law Training

Five Second District Coast Guard Reserve officers, Lts. Curney G. Cox, Tulsa, Okla., Charles E. McCarl, McCook, Nebr., William C. Hoffman, Des Moines, Iowa, Lt. (jg) Jesse M. Moore, Augusta, Kans., and Ensign Albert Rendlen, Hannibal, Mo., recently completed 2 weeks active duty at the Second District Office where they received special training in the applications of the New Uniform Code of Military Justice. Commander C. R. Couser, legal officer of the district, administrated the program. Such training will fit these officers for courts-martial duty under the new law.

As of 6 June 1951 there were 515 Reserve Officers on active duty, 5 of which were Spars. A year ago, 1 June, 133 ROs were aboard and on 31 December 1949, 108.

New Personnel Circular Affects Transfers At Own Request

A new Personnel Circular, 11-51, subject of which is Transfer of Enlisted Personnel at Their Own Request, has been issued by Headquarters which cancels Personnel Circular 37-47.

Basically the policy regarding Hardship Transfers, Overseas Rotation, and Mutual Exchange of Stations remains the same. However, some slight changes have been made to former provisions of the Mutual Exchange and Hardship Transfers and they act to the advantage of the men involved.

In the case of Hardship Transfers, orders issued by the Commandant may be forwarded via the District to which the man is to be transferred with an accompanying letter explaining the type of hardship involved. Designation of new permanent station will be made so the man concerned may proceed direct to his new station and his dependents will be enabled to accompany him.

As for Mutual Transfers, there has been a change made forwarding requests in that requests go via the chain of command to the Commandant and are no longer required to be indorsed by the CO of the station requested. If approved by proper commands, Headquarters may direct that these men be ordered to their new stations without first reporting to the District Office for further assignment to duty. This allows the man concerned to report directly to the unit requested by him. According to the Circular this is done, " * * * only to save travel time, administrative work due to reporting to a District Office for further transfer, and to save the man personal travel expenses, and is not intended in any way to restrict the personnel officer's authority to reassign the man involved to another unit in the District as necessary. However, Headquarters desires that the man be assigned and permitted to remain for a reasonable length of time at the station for which he arranged for mutual transfer."

Questions & Answers

1. What lighthouse is considered the most isolated in the Great Lakes and is named after one of early Lake skippers?
2. What and where is the greatest depth of water in the Great Lakes?
3. When was the name "Coast Guard" officially applied to the service?
4. What is the source of the expression "Down to the sea in ships?"
5. Why does the Coast Guard Eagle on service caps face right?

27 Honored for Bravery Or Outstanding Duty During Last Year

A total of 27 awards were received by Coast Guardsmen during the calendar year 1950 for individual bravery or outstanding performance of duty.

The Bronze Star Medal was awarded to CDR Eric A. Anderson, USCG. Air Medals were awarded LCDR Robert C. Gould and Donald Cobaugh, AD1 (AP) USCG.

Allen M. Fox, ADC, received the Commandant's Citation with Coast Guard Commendation Ribbon.

The Navy Commendation Ribbon went to RADM Kenneth K. Cowart as a bronze star with Combat "V" in lieu of a second Navy Commendation Ribbon, and a Navy Ribbon was given LTJG Edward G. Taylor.

The Commandant's Letter of Commendation was given to the following men: LT Ralph D. Fisher, LT David Oliver, LTJG Robert E. Bracken, LTJG James P. Flessas, LTJG John Vukic, MACH Raymond C. DeSelms, Wallace J. Alexander, BM2, Vito O. DeCarolis, MM2, James L. Glass, ETC (Z), Roger L. Phillips, QM1, Richard L. Hall, AL1, James W. Whitfield, AM2, Calvin R. Long, PR3, Ralph O. Douglas, ADC (AP), Edward S. O'Leary, SN, and Donald S. Wamby, SN.

The Gold Life-Saving Medal was awarded Leonard Wisniewski, SA (for act of 1949), while the Silver Life Sav-

ing Medal was awarded to ENS Charles E. Larkin, Adam Verette, SN, Ralph Guarino, ENC, and Hinton C. McKinnon, SN.

A total of 39 awards were received by Coast Guardsmen in 1949.

Nomenclature for Ocean Stations Now Established by ICAO

At the thirteenth meeting of its eighth session, 22 November 1949, the Council of ICAO studied the general question of nomenclature under the 1949 Agreement, reaffirmed the opinion expressed prior to the Second Conference on ICAO North Atlantic Ocean Stations, and directed that:

- a. The term *ocean station* be used by ICAO to describe the station itself;
- b. The term *ocean station vessel* be used by ICAO to designate a ship providing the services for the station;
- c. The terms *ocean weather station* and *ocean communications station* and the like, be used by ICAO only when it is necessary to refer explicitly to the appropriate specialized service performed;
- d. The term *ocean weather station*, if not applied in the sense described in (c), be used only when it is necessary to refer to the *Agreement on North Atlantic Ocean Weather Stations*.

The Council further agreed that the next conference on North Atlantic Ocean stations should be asked to apply this nomenclature.

That country is the richest which nourishes the greatest number of noble and happy human beings; that man is the richest who, having perfected the function of his own life to the utmost, has also the widest helpful influence both personal, and by means of his possessions, over the lives of others. John Ruskin (1819-1900)

Marine Disasters Are Compiled

A list of Principal Marine Disasters 1831-1932 that tells in chronological order of these events with name of vessel, number of lives lost, cause, location, and nationality of the ship has been compiled by the Historical Section of the Public Information Division.

In addition there is a bibliography containing other lists of marine disasters as found in the Treasury Section, National Archives, Washington, D. C. These lists are generally by geographic region and type of ships lost.

Waivers of Explosive Handling Requirements Not Permitted by Coast Guard

A special subcommittee of the House Marine and Fisheries Committee has upheld a previous Congressional recommendation of January 2 which forbids the Coast Guard to issue permits for explosive handling except in accordance with the isolation and remoteness provisions of the American Table of Distances.

The original recommendation of the Marine and Fisheries Committee was issued after investigation into the explosion at South Amboy, N. J., on May 19, 1950. In addition to requiring that the American Table of Distances be used as the basis for granting permits, it requires "reasonable notice" to municipal authorities in nearby cities and towns.

Because affected industries had sought waivers to the provisions in specific instances, the matter was re-opened in April and new hearings were held by a special subcommittee. The subcommittee has advised the Coast Guard that it unanimously voted to table recommendations that waivers be granted. Therefore the Coast Guard will continue to refuse granting of waivers to the remoteness and isolation provisions.

PRESS TIME!

Captain Russell W. Wood and Captain James A. Hirshfield, USCG, have been nominated by the President to be rear admirals.

Crew Members of SAR Plane Given Awards

For meritorious performance of duty on 25 August 1950, awards have been given by the Commandant to all crew members of a Coast Guard Search and Rescue plane.

LTJG Earl S. Childers, patrol plane commander, was awarded a Gold Star in lieu of a second Air Medal while to LTJG Leo M. Bracken and AMC Kenneth Canion, co-pilot, went the Commendation Ribbon.

The citation read: "For meritorious performance of duty on 25 August 1950 as—of a plane engaged in removing from the U. S. C. G. C. *Casco* a seriously ill man who had been transferred from the Greek ship, *Igor*. The plane effected a rendezvous with the *Casco* at sea, and landed alongside in darkness, heavy rain and low visibility. The patient was transferred from the *Casco* to the plane, a JATO take-off was executed, and the patient transported to shore for hospitalization. Such cooperation, courage, and unwavering devotion to duty were in keeping with the highest tradition of the United States Coast Guard."

Letters of commendation were given AOC Robert J. O'Leary; Cyril W. Hughes, AD1; Robert H. Vreeland, AD3; Michael W. Saolovitch, AL1; and Gordon Campbell, AL1.

ANSWERS TO QUESTIONS

1. Stannard Rock Lighthouse in Lake Superior. It was named after its discoverer, Capt. Charles C. Stannard, who sailed in the early days of Lake Superior.

2. It is 168 fathoms in Lake Superior at a point 53 miles NNE $\frac{1}{4}$ E from Manitou Island Light and 61 miles E $\frac{1}{2}$ S from Passage Island Light.

3. In 1915, after merger of the Revenue Cutter and Life Saving Services.

4. From the 107th Psalm: 23-24 of the Bible reading, "They that go down to the sea in ships, and occupy their business in great waters; these men see the works of the Lord, and his wonders in the deep."

5. In order to face the wearer's sword arm, a heraldic position of honor.

Historical Supplement . . .

(Reprints from "THEY HAD TO GO OUT")

First Cooperation With Navy 1798-99

When it was determined in 1798 to extend hostile operations against France to the waters of the West Indies, 4 fleets, under Commanders Barry, Truxton, Tingey, and Decatur, USN, comprising in all some 20 national vessels, were formed to prey upon French commerce and destroy that nation's privateers.

It was then that 8 vessels of the Revenue Marine were first placed in cooperation with this newly organized Navy and sailed with these fleets, doing fine service in the summer and fall of 1799. Twenty vessels under the French flag, privateers and others, were captured by these fleets and of these 16 were made prizes by vessels of the Revenue Marine, unaided, while they assisted in the capture of 2 others.

First Commission to Seagoing Officer

Of interest to New Englanders is the fact that the first commission issued to a seagoing officer of the United States was awarded to Hopley Yeaton of New Hampshire on 21 March 1791. Later in October 1791, Yeaton became master of the *Scammel* (ex-*Ferret*). Yeaton was a veteran of the Revolution having served as Barry's third lieutenant on the continental frigate *Raleigh*. Yeaton took the oath to uphold the Constitution and a second oath to detect and prevent frauds against the revenue, a double oath which is taken by all commissioned officers of the Coast Guard even at the present time.



On the tombstone of Hopley Yeaton appears these words: "In memory of Hopley Yeaton, Esq., who departed this life at Lubec (Maine) on the 12th day of May AD 1812 in the 73rd year of his age, a patriot of 76. A son of freedom and of order too, unawed by party, to his country true, no joys domestic nor the love of life could cool his patriot zeal in peace or strife, yielding his utmost aid with glory and success."

Ensign and Pennant

The act of March 2, 1799, not only increased the authorized number of cutters and enlarged the scope of their functions but it confirmed the powers of the officers and provided for the design and display by its vessels of a distinctive ensign and "pendant." These were described as an "ensign and pendant consisting of 16 perpendicular stripes, alternate red and white, the Union of the Ensign to be the Arms of the United States, in dark blue on a white field." This design, based on the number of States of the then Union has undergone very slight change. By order of President Taft in 1910, the distinctive emblem of the Revenue Cutter Service, as the Revenue Marine was first officially designated by the Secretary of the Treasury in 1832 and by act of Congress in 1863, was to have been added to the ensign, but as no exact description of such an emblem existed at that time, it was not until 1927 that the present emblem was approved and made part of the Coast Guard ensign. The act of 1799 conferred, by way of immunities, the right to fire on any craft which, after the hoisting of the ensign and pennant and the firing of a warning shot, persisted in a refusal to heave to.

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